

SouthWest Area Engine Operators Committee Meeting
November 17 & 18, 2004 - Albuquerque, NM

Minutes from the sixth meeting:

The meeting was called to order at 0830 on Wednesday, 11/17/04 at the F.U.T.A. building. Forty-seven people were in attendance and **all** zones had representation.

Todd Lerke gave a review of what had occurred in the past months since the last meeting. The Fireline Handbook had been revised and SWAEOC had input in the revision of staffing levels, and the IRPG, as well. SWAEOC also noticed some of its recommendations were not implemented and the Fireline Handbook will be revised once more. A draft Code 3 policy at the request of SWCG was created. A vehicle numbering system is being organized and multiple regions are participating and forwarding inputs/info with each other. SWAEOC also had inputs into the fuel transportation/storage through a field survey that had been sent out. The SouthWest Engine Academy is a go and the first academy is set for Feb 28 thru March 11 in Mesa, AZ. The FS Equipment Committee created various vehicles for the region and they are in the prototype stages. Finally, SWAEOC has created many connections and alliances with the other engine committees in other regions.

Tony Sciacca was available to give info and an update on the **SouthWest Engine Academy**. The academy will be February 28, 2005 thru March 11, 2005 in Mesa, AZ at the Mesa Police/Fire Training Facility. It is organized in the ICS and Tony is the incident commander. SWEA will be a skills/hands-on based curriculum in the aspects of Driving, Hydraulics and Maintenance and 80% or better is required to pass. At this time there is no tuition. The home unit will pay base 8 time and negotiate with the student if overtime/comp. time would be available. Home units will also pay for per diem (approx. costs) at \$47 for meals and $\frac{1}{2}$ hotel room at \$53 per day. Students will share a hotel room with another individual in their engine module. Everyone at the academy will be in their respective uniform. Engines tentatively used will be type III-model 71 and 46(6-pack) and type VI-model 52. The deadlines for student applications are Friday, Dec. 3rd, 2004. Information/application can be found at www.fs.fed.us/r3/fire and

under FIRE MANAGEMENT is TRAINING (a pop-up note will appear - just close it). Under TRAINING is SCHEDULE OF COURSES and the eighth block down is the **Southwest Engine Academy**.

Tom Beddow sat in for most of the 2-day meeting and gave information on various topics. He talked about the 401 professional series and how it will affect the members of the committee. He also discussed the concept of the Northeast Arizona Training Center (NATC). It will be a structural/wildland fire/law-enforcement/industrial-safety all-risk training facility slated to be built in Taylor, AZ. Tom also gave out a good amount of possibilities to the training courses associated with NATC.

Mike Tucker and Tom Beddow continued the meeting with information on the PD's/type III upgrades. There are a lot of rumors that surround this topic. Prescott National Forest took the lead in re-writing the PD's, had them classified by Dennis Mitchell (regional classifier) and created a standard PD. Harv Forsgren then published a letter saying the PD was applicable on PNF and that each forest will need to verify the applicability of this standard pd for their positions and to utilize fire management personnel and classifier to make the determination. From this it was recommended to establish good relationships with HR folks, classifiers, District Rangers and Forest Supervisors to show how complex FIRE is and all the associated training, training of subordinates and interagency "on the ground" mixing. This is still one of SWAEOC top priorities and will continue to press on even at the type VI level as well.

Next on the agenda were Interagency Fire Program Management (IFPM) and Technical Fire Management (TFM). The IFPM is brand new and info at this time can be found at www.nifc.gov/training_quals/IFPM. IFPM will be targeting 14 key FIRE positions that will be classified in technical and professional aspects. The 401 series will play into the IFPM and TFM.

The TFM program will aid certain candidates at or above GS-9 level to get qualifications in education up around 24 specific college credits.

Engine captains and engineers need to assess their own career path and those they supervise to see how much of the ladder they want to climb and be sure they meet the educational needs towards the 401 series.

Vehicle numbering was next on the agenda. It seems several regions are working to clarify this issue. Currently there is no clear directive on numbering of vehicles. The tentative thoughts are as follows:

state- unit designator-resource-local number

SS-UUU-RR-LLLLL

This seems to be more of a national issue than a regional issue at this time.

The working group assigned to a Code 3 policy presented the draft policy they had been working on. Ray Johnson handed out a copy of the draft and the committee helped to review it. General idea of the Code 3 policy is similar to the SOP created by SWAEOC to use as a guide and open to aid at the unit level. SWAEOC was noticing an abundance of question/concerns with the draft, so it was sent back to the working group to find additional information and to be re-presented at a later time. Keep in mind that a Code 3 policy should be in effect at the unit level and adhered to by state laws. While driving to an emergency, the primary consideration shall be to arrive safely at the scene without endangering life or property en route.

The Federal Wildland Fire Service Association (FWFSA) had their president Mike Pressmeyer stop in to let members know about the association and to give an explanation of what the FWFSA is currently pursuing at the congressional level. Additional information about FWFSA can be found at www.fwfsa.org.

As in all other SWAEOC meetings, zones are encouraged to bring concerns from their zone to the meeting to be discussed. From there, they can be broken down into the national, regional and local level. From these concerns, SWAEOC takes on three of the top priorities to bring to the regional/national level. Local issues are sent back to the zone with advice from SWAEOC. SWAEOC had identified five concerns from the zones and they include the national working group, equipment, upgrades, communication and dispatch issues. The national working group for fire engines needed an additional member and received it. Dispatch issues were identified at the local level and SWAEOC advised on how to resolve the matter. SWAEOC's 1st priority was identified as the PD/upgrades. A working was assigned and will continue to aid in the upgrades of both type III and VI engines. A second priority was identified as a communication issue and a working group

was assigned. SWAEOC will create a letter and send that letter on to the R3 Fire Equipment Committee to advise them as to what is occurring in the field with communication and equipment concerns. Lastly a working group to create a regional engine equipment inventory for both type III and VI engines. This will work as a minimum guide to help update various manuals. While SWAEOC was identifying zone concerns, the White Mountain Zone had a power-point presentation on their two day zone meeting/camp-out. They had all representatives meet at a campground to "show and tell" their concerns. It was a great way for the WMZ to get really good involvement from the forest, BIA and the state. They hit on various aspects of information such as sandtable exercises, vehicle maintenance, helicopter safety, heavy machinery, nutrition, physical training and dispatch concerns.

Todd Lerke gave an update into the R3 Fire Equipment Committee issues. He told of UNICOR's turn-key productions of the prevention vehicles, Hotshot supt. rig and buggies, FMO/AFMO vehicles and engine crew chase's. Todd also gave an update into the new type VI model 54 which will replace the current model 52 package and come as one unit. The 54 will be NFPA compliant, turn-key and include more safety features vs. the 52. The upgrade to the 54 will be costly but it will have lifetime warranties associated on various parts that the 52 never had. The auxiliary diesel motor will increase pressures and pump outputs. Type III engines will be looked into in the future. Mike Baca has replaced Bobby Shindilar as the chair for the committee. SWAEOC also gave input into the UNICOR prototype of the Morman Lake Hotshot supt. Rig that was on site.

Finally, elections were held and Todd Lerke moved from vice-chair into the chair position. Dennis Haygood from the Coronado NF was elected into the vice-chair position and Bill Morris from the Apache-Sitgreaves NF was elected to the recording secretary.

The next SWAEOC meeting is set for late March in Arizona at this time.

Submitted by:
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